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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/511,646	10/18/2004	Keith A Bonnes	026032-4827	6255
26371	7590	04/05/2006	EXAMINER	
FOLEY & LARDNER LLP 777 EAST WISCONSIN AVENUE SUITE 3800 MILWAUKEE, WI 53202-5308			GUTMAN, HILARY L	
		ART UNIT	PAPER NUMBER	
		3612		

DATE MAILED: 04/05/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary	Application No.	Applicant(s)
	10/511,646	BONNES ET AL.
	Examiner Hilary Gutman	Art Unit 3612

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) Responsive to communication(s) filed on ____.
- 2a) This action is **FINAL**. 2b) This action is non-final.
- 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) Claim(s) 1-56 is/are pending in the application.
 - 4a) Of the above claim(s) ____ is/are withdrawn from consideration.
- 5) Claim(s) 21-24, 26-40, 42-44 and 46-56 is/are allowed.
- 6) Claim(s) 1-8, 12-15, 17-20, 25, 41 and 45 is/are rejected.
- 7) Claim(s) 9-11 is/are objected to.
- 8) Claim(s) ____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
- 10) The drawing(s) filed on 18 October 2004 is/are: a) accepted or b) objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
 - a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. ____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) Notice of References Cited (PTO-892)
- 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date 2/2/05
- 4) Interview Summary (PTO-413)
Paper No(s)/Mail Date. ____
- 5) Notice of Informal Patent Application (PTO-152)
- 6) Other: ____

DETAILED ACTION

Drawings

1. The drawings are objected to under 37 CFR 1.83(a). The drawings must show every feature of the invention specified in the claims. Therefore, the following features must be shown or the feature(s) canceled from the claim(s):

The rail member being oriented longitudinally within the vehicle of claim 2;

The rail member being oriented laterally within the vehicle of claim 3;

The rail member being adapted to attach to an external portion of the vehicle of claim 4;

The rail member extending to a forward position adapted to allow the article to nest with an instrument panel of claim 6; the instrument panel itself of claim 6;

The rail member being one segment coupled/uncoupled to another segment of claim 7;

The center console, storage bin, compartment, cargo management device, holder, article mounting bracket, storage rack, child safety seat, jump seat, storage platform, table recreational item, and sporting good of claim 18;

The floor portion of claim 21;

The rail member being integrally formed with the floor portion of claim 25;

The storage bin, compartment, cargo management device, holder, article mounting bracket, storage rack, article carrier, child safety seat, jump seat, storage platform, table recreational item, and sporting good of claim 41;

The plurality of rail member segments for selectively coupling/uncoupling of claim 41;

The fixed interface of claim 45;

The vehicle electricity source of claim 49;

The exterior portion of the vehicle of claim 52;

The cargo storage area of claim 53; and

The vehicle electrical source of claim 56. No new matter should be entered.

Corrected drawing sheets in compliance with 37 CFR 1.121(d) are required in reply to the Office action to avoid abandonment of the application. Any amended replacement drawing sheet should include all of the figures appearing on the immediate prior version of the sheet, even if only one figure is being amended. The figure or figure number of an amended drawing should not be labeled as "amended." If a drawing figure is to be canceled, the appropriate figure must be removed from the replacement sheet, and where necessary, the remaining figures must be renumbered and appropriate changes made to the brief description of the several views of the drawings for consistency. Additional replacement sheets may be necessary to show the renumbering of the remaining figures. Each drawing sheet submitted after the filing date of an application must be labeled in the top margin as either "Replacement Sheet" or "New Sheet" pursuant to 37 CFR 1.121(d). If the changes are not accepted by the examiner, the applicant will be notified and informed of any required corrective action in the next Office action. The objection to the drawings will not be held in abeyance.

Specification

2. Applicant is reminded of the proper language and format for an abstract of the disclosure.

The abstract should be in narrative form and generally limited to a single paragraph on a separate sheet within the range of 50 to 150 words. It is important that the abstract not exceed 150 words in length since the space provided for the abstract on the computer tape used by the printer is limited. The form and legal phraseology often used in patent claims, such as "means" and "said," should be avoided. The abstract should describe the disclosure sufficiently to assist readers in deciding whether there is a need for consulting the full patent text for details.

The language should be clear and concise and should not repeat information given in the title. It should avoid using phrases which can be implied, such as, "The disclosure concerns," "The disclosure defined by this invention," "The disclosure describes," etc.

Claim Rejections - 35 USC § 112

3. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

4. Claims 4, 6-7, 25, 41, and 45 are rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

With regard to claim 4, it is unclear from the specification how the rail member is attached to an external portion of the vehicle.

With regard to claim 6, it is unclear from the disclosure how the rail member nests with an instrument panel of the vehicle.

With regard to claim 7, it is unclear from the disclosure how the rail segment coupled and uncouples with another rail segment.

With regard to claim 25, it is unclear from the disclosure how the rail member is integrally formed with the floor portion.

With regard to claim 41, it is unclear from the specification how the plurality of rail segments are adapted to be coupled and uncoupled.

With regard to claim 45, the "fixed interface" provided by the slide surface is unclear. Specifically, the bracket appears to be "fixed" when the positioning device is engaged but can otherwise slide along the rail member. Clarification is requested.

Claim Rejections - 35 USC § 102

5. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

6. Claims 1, 5, 8, 12, 14-15, and 17-20 are rejected under 35 U.S.C. 102(b) as being anticipated by EP '772.

EP 1,516,772 (EP '772) discloses the claimed invention including an article attachment system for a vehicle, comprising: an elongated rail member 2 adapted to attach to the vehicle; the rail member defining at least one partially enclosed space (Figure 5) having at least one slide interface along an interior surface of the rail member and a plurality of projections 2d; a bracket 4 having at least one glide 4c slidably engaging the slide interface on the interior surface of the elongated rail member and adapted for mounting at least one article (seat); a positioning device 42 operably engaging the bracket and having at least one extension adapted to move between an engaged position adapted for securing the article to the elongated rail member and a released position adapted for moving the article relative to the elongated rail member.

7. Claims 2 and 13 are rejected under 35 U.S.C. 102(b) as anticipated by or, in the alternative, under 35 U.S.C. 103(a) as obvious over EP '772, as applied above.

With regard to claim 2, the elongated rail member is inherently oriented longitudinally within the vehicle since conventional vehicle seats are so oriented.

With regard to claim 13, the glide is inherently fabricated from a low-friction, high-lubricity material in order to allow the adjuster assembly to smoothly move between different seat positions.

Claim Rejections - 35 USC § 103

8. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

9. This application currently names joint inventors. In considering patentability of the claims under 35 U.S.C. 103(a), the examiner presumes that the subject matter of the various claims was commonly owned at the time any inventions covered therein were made absent any evidence to the contrary. Applicant is advised of the obligation under 37 CFR 1.56 to point out the inventor and invention dates of each claim that was not commonly owned at the time a later invention was made in order for the examiner to consider the applicability of 35 U.S.C. 103(c) and potential 35 U.S.C. 102(e), (f) or (g) prior art under 35 U.S.C. 103(a).

10. Claim 3 is rejected under 35 U.S.C. 103(a) as being unpatentable over EP '772 in view of Milnar et al.

EP '772 lacks the lateral orientation of the seat adjuster.

Milnar et al. (6,648,393) teach a laterally slidably seat for a vehicle.

It would have been obvious to one of ordinary skill in the art at the time the invention was made to have provided the seat adjuster of EP '772 for a laterally slidable seat as taught by

Milnar et al. in order to allow the seat to be laterally adjustable to different positions along the width of the vehicle.

Allowable Subject Matter

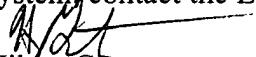
11. Claims 21-24, 26-40, 42-44, 46-56 are allowed.
12. Claims 9-11 and 16 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.
13. Claims 4, 6-7, 25, 41, and 45 would be allowable if rewritten to overcome the rejection(s) under 35 U.S.C. 112, 2nd paragraph, set forth in this Office action and to include all of the limitations of the base claim and any intervening claims.

Conclusion

14. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.
15. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Hilary Gutman whose telephone number is 571-272-6662.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Glenn Dayoan can be reached on 571-272-6659. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).


Hilary Gutman
March 28, 2006